268

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THE MARINE RECORD.

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VOL. VII. NO. 49. CLEVELAND, O., DECEMBER 3, 1885. $2.00 PER ANNUM SINGLE COPIES 5 CENTS

AROUND THE LAKES.

CLEVELAND.

Captain Thomas Wilson has gone to Chicago on business.

B. Whittaker vessel owner and broker of Detroit is in the city.

The life saving stations in this district will close on the 10th inst.

Fairbank was the last boat to load ore at Escanaba this season. She will lay up at this port.

The third annual ball of the Cleveland life savers will be given at Langberg's Hall, No. 540 Pearl street on the 15th inst.

The insurance on the tug Quayle, $9,500, has been paid to the owners, Messrs. Warner & Beeker, and Ward & Jackson.

Schooner Mineral State is unloading barley at Gardners elevator and will probably take a cargo of coal to Detroit. If not she will lay up here.

Hector von Bayer, engineer of the life saving service, who has been looking after the construction of the new stations on the upper lakes, stopped at this port on Saturday on the way east.

Captain Robert Strachan, an old lake captain, who now lives at Neodesha, Kansas, was in the city this week. Captain Strachan will be remembered by many as the navigator who took the schooner Twin Sisters from Muskegon to Glasgow in 1876.

The case in admiralty of William Westbrook et al., against the schooner Gerritt Smith, an action brought to recover $134 due for wages, has been dismissed and the boat released for the reason that the schooner is in the hands of a receiver of the United States circuit court at Detroit.

At Globe dry dock the schooner Specular got a new rudder barrel, new steering gear, and new stem iron, and was recalked all over. The Magnetic got new steering gear, new rudder, stem iron, recalked all over, and had the break, caused by the Alva Bradley running into her, repaired.

Mr. Frank Manton, agent of the American Ship Windlass Company, was in the city yesterday. He departed for Detroit last night and will go thence to Bay City. Mr. Manton has drawings with him of a patent friction locking gear, which is a great improvement on anything of the kind ever applied for the purpose to a windlass. The improvement will be used on the Providence steam windlass to go on the new City of Cleveland now being completed at Detroit drydock.

Arrivals yesterday include steamer Northwest, Detroit, merchandise; propeller Vienna, Ashtabula, light; propeller A. A. Turner, Erie, light; schooner Reindeer, Marquette, ore; schooner Mount Blanc, Marquette, ore; schooner Montgomery, Marquette, ore; schooner Republic, Marquette, ore; schooner Mineral State, Milwaukee, barley; barge B. B. Iceman, Erie, light; and the clearances were steamer Northwest, Detroit, merchandise; schooner Venus, Islands, merchandise.

Judge Welker was engaged all day Friday and Saturday last in hearing the arguments on the exceptions to the commissioners' report in the case of A. C. Robinson, Jacob Seligman, and H. H. Strong, against the tug Patrick Henry. The action is brought to recover about $900, claimed due as damages resulting from a collision between the barge Joseph, owned by the libelants while in tow of the tug James Amadeus, and the barge Elvina, while in tow of the tugs Patrick Henry and W. H. Doan, on the 22d day of November, 1881. The arguments were not concluded, and the hearing was postponed until after the return of the court from Toledo, at which place the December term of the court will be convened on Tuesday next.

CHICAGO.

Special to the Marine Record.

The iron steamship Onoko, Captain Wm. Trinter, will go into winter quarters here. She has had a most successful season having made eleven round trips between Chicago, Duluth and Buffalo, and averaged 2,900 tons per trip.

The steambarge T. W. Snook, Captain E. C. Van Patten, went into one of Miller Brothers dry docks on the 25th to have a leak stopped.

Captain William A. Rennie, for many years a well known vessel man, died at the county infirmary Friday evening. For eighteen or twenty years he had suffered greatly from sciatic rheumatism. About three weeks ago, at his urgent request, he was taken to the county hospital for treatment, and was thence removed, three or four days ago, to the infirmary. His family were not informed of his death until Saturday night, and supposed till that time he was still at the county hospital. Captain Rennie came to Chicago from Durham, England, in the spring of 1849, and settled in Chicago, where he remained till about seven years ago, when he removed to Lake View. He leaves a widow and seven children—four sons and three daughters. His eldest son is William A. Rennie, for several years editor of the Lake View Telephone and Independent. The remains were interred at Graceland. Deceased was 58 years of age.

The Lake Michigan and Lake Superior Company intend doing a large amount of work on their vessels this winter. The propeller City of Duluth will get a rebuild and new steel arches at Buffalo; the City of Freemont will have a thorough rebuild at this port; the propeller Jay Gould, a general overhauling; the schooner Guiding Star a partial rebuild; the propeller Peerless a thorough calking; and the propeller J. R. Whiting will be lengthened thirty five feet amidship and receive new steel arches either at this port or at Milwaukee.

The propeller Tacoma went out of Miller Bros'. drydock early Monday morning and went to the elevators and loaded grain for Buffalo, and departed for that port Tuesday evening. She will probably bring a cargo of coal back to this port and lay up.

A large number of flags were at half-mast on the vessels and ship chandler stores at this port out of respect to the memory of the late Captain Alva Bradley.

A telegraphic announcement of the death of Captain Alva Bradley, of Cleveland, O., having been received at Chicago, the masters of vessels in his employ Monday at this port assembled at office No. 94, board of trade, and adopted the following:

Whereas, An all-wise Providence has, in His infinite mercy, removed from among the living Captain Alva Bradley; and

Whereas, After long acquaintance and business relations, in our several capacities as masters of his vessels, we learned not only to regard him with profound respect but to look upon him as a father; therefore, do we

Resolve, That in his death we lose a warm-hearted and generous friend and a kind and considerate employer, and that as a tribute of respect to his memory we will display at half-mast the flags of the several vessels of the Bradley line until the remains of the respected and honored dead are at rest. And we do hereby extend to the family of Captain Bradley our warmest sympathy in this the hour of their great bereavement. These resolutions were signed by James Stone, propeller City of Cleveland; Fred H. Rae, propeller R. P. Ranney; W. W. Brown, schooner S. P. Ely; J. V. Thomas schooner Thomas Quayle.

Captain Henry Stone, James Lawless James Stone, M. Maholland, Stough, Gunley, Brown, Rae, and Thomas, masters of vessels belonging to the late Captain Alva Bradley's fleet, and C. J. Magill, his agent, left Chicago Tuesday to attend his funeral at Cleveland.

The V. O. T. tugs Rebel and M. Shields have gone into winter quarters. The company have still seven tugs running, several of which will run all the winter. Superintendent George Kirkham will give every attention and see that every accommodation shall be given to vessels requiring to be loaded at the elevator during the winter months.

The V. O. T. tug J. V. Taylor towed the barge Comrade from Racine to this port on Saturday.

The steambarge Annie Laura, of Cobb's fleet, has been laid up, the steambarges George Dunbar and Emma E. Thompson are still running.

At Miller Brothers drydock the barge Windsor was in for calking; the steambarges R. C. Brittain and St. Joseph to have their stern bearing fixed and some calking; the schooner Our Son had her top sides calked.

Captain H. Moore, of the schooner Lottie Wolf, has laid her up and is having some general repairs made to keep her in good condition.

The schooner Ottawa will take supplies from this port to thirty miles up the Spanish river, Lake Huron, for Bowswell & Company, of Grand Haven, who have purchased a large tract of lumber land, near Spanish river. Dunham's tug, T. T. Mortord, will tow the schooner as far as Cheboygan, Mich., and a tug from that port will tow her to her destination.

Chicago Drydock Company, the propeller Jay Gould is in dock for a new stem and general repairs; the schooner Sophia had her masts taken out at the derrick and will go into dock for a thorough rebuild; the schooner Kate Winslow had her decks calked; the steambarge Business some repairs; the schooner Ottawa some new bulk heads; the barge Manitowoc new decks.

The propeller Siberia was chartered Monday for 75,000 bushels of corn, to Buffalo, at 4 cents, and the propeller Wallula for 70,000 bushels of corn to Sarnia at 3 cents.

The following vessels of the late Alva Bradley's fleet will winter at this port: Propellers City of Cleveland, Selah Chamberlain, E. B. Hale, R. P. Ranney, Thomas Sheldon, and schooners S. P. Ely, John Martin, Ahira Cobb, Thomas Quayle, Samuel Tilden.

Last Sunday morning the tug Tom Brown, Captain John Sweeney, when running down the lake for a tow, met the steambarge Thomas H. Smith with the schooner Westchester in tow, about half way between Waukegan and Kenosha, and took a short line from the Westchester. They had gone only a short distance when the Smith line got into the wheel of the tug and disabled her. The Smith went to her assistance, but the captain of the tug, finding that the engine worked the shaft, told the captain of the Smith to tow the Westchester to Chicago. It was soon after discovered by those on the tug that the wheel would not work, as it had been pulled off the shaft by the line. Captain Sweeney anchored the tug with the gratings of the coal scuttles in about twenty fathoms of water, and she lay there until Monday morning, when she was rescued by the tug Union, Captain Frank Jacobs, and towed to Kenosha. Captain Sweeney states that about three-quarters of an hour after the Smith left him the tug R. Dunham, Captain C. Rouch, passed about a mile to leeward with the schooner Red, White and Blue in tow, and again on Monday morning he saw the R. Dunham pass him about two miles to leeward and go to a tow and then re-pass him, but although he displayed signals of distress and whistled, the Dunham did not go to his assistance.

WILLIAMS.

BUFFALO.

Special to the Marine Record.

Dec. 1.—Yesterday at noon all polic existing in favor of the lake marine expir with the privilege of extending the sa risk five days with an additional 1 per c premium to all boats loaded previous Monday noon. In a future letter I sh have something to say about our cust of inspection and effecting insurance fresh water. I think a little ventilati will do no harm, and I think, too, that th companies which have given notice of th withdrawal from hull insurance on lakes may find it to their interest to rec sider their action and commence on a n basis. Many things can be improved up and many evils evolved, satisfactory to parties in interest.

We might say to-day that our seaso closed, but yet I find several boats are lo ing for up the lakes with coal.

The weather has been for several d mild, and at this writing we are having Indian summer day. The only indicatio winter is a thin crust of ice in our li pools in the gutters. The sun is warm, c paratively, at this season, and our weat reports all over the northwest show nei snow or wind worth mentioning at point.

It is quite evident our season is finis generally, when we look at the boats tie at the docks, devoid of their outfit.

We have now in port a number of g laden vessels, engaged to hold their car at the pleasure of the shipper, as follo Steambarge Australasia, wheat from luth; steambarges Cumberland, and Ge T. Hope, all from same port; schoo Helvetia, Niagara, and Emma L. Coyne from Duluth; also steambarge M. M. Dr from same; schooner S. V. R. Watson Detroit under same conditions as t above.

During the week arrivals have been outside the line boats.: Steambarge Richards, W. L. Frost, Nashua, R. Packer, St. Paul, and George Spencer latter came light from Cleveland to load for Chicago at $1.85 per ton, and has le her destination; the steambarge T. W. W cot was taken yesterday to load coa Toledo at 75 cents; steamer S. L. Cald and barges Nell and Dobbins, also fo ledo, left this morning; line propeller T is said to be the last of line boats to go a although it is said this morning that t superintendent of the L. V. T. Com can so arrange it he will yet send up Mercur, H. E. Packer, R. A. Packer Tacoma. He is trying to load Merc Erie, H. E. Packer at Ashtabula, up R. A. Packer and Tacoma may load

It is ordered that the Erie and canals will be officially closed at 12 o to-night, but boats now in the canal, a ice as yet has appeared, will be allow proceed to their destination, and from ent indications nothing will be frozen voluntarily. The business of the ca transporting grain since the opening season foots up 31,527,576 bushels all and the amount afloat in the canal N ber 28 bound for tide water was 1 bushels, all kinds, and for the week e November 28 received in Buffalo of all 936,949 bushels, and at same date in ors 5,457,194 bushels. The shipmen coal for the week foot up 40,565 tons for the season of 1885 1,495,510 tons, a increase over 1884 of 131,900. Fro above figures it must be admitted tha falo, as a hard coal shipping point, is ahead on the lakes, and all within the of ten years has this immense trade up and still on the increase.

There has been little doing arou dry docks during the week. Propell ack went into the Union docks for c her bottom and for examination.

MARITIME LAW.

MUNICIPAL CORPORATIONS—DUTY AS TO WRECKS IN HARBORS.

Circuit Court E. D. Missouri Sept. 22, 1885.

Brewer, J., (*orally.*) Before calling the docket this morning I will dispose of the case of City of St. Louis against the steamer Maggie P., which was argued and submitted at the spring term. The important facts are briefly these: In the forepart of February, 1884, the steamer Maggie P. was lying at the levee in this city, just below the bridge. At the breaking up of the ice the boat was crowded up against some debris or refuse that had been thrown on the levee and frozen there, and was injured so that she partially filled with water and sunk. On February 4th some negotiations, alleged on the one side to have terminated in a contract, but denied on the other, were entered into between the master of the boat and the assistant harbor master for immediately pumping the water out of the steamer and raising her at that time, February 4th. Nothing, however, was then done, and the river rising, the water overflowed and filled the hull of the boat, and she remained there until the twenty-third of February, when again negotiations were entered into, and finally the harborboat came and pumped the water out, and the steamer was raised and towed to the dock for repairs. Thereupon the city filed a libel for these services. The claimant filed a cross-libel, claiming that on the fourth of February a contract was entered into, as above stated, which the city failed to perform, and in consequence of which damages resulted.

On the trial of the cause in the district court the court found that there was such contract made, and awarded damages to the claimant in the sum of twenty-three hundred and odd dollars. The city appealed to the circuit court, and the appeal was argued last spring. In the mean time some additional testimony was taken. When the case was first argued before me the question arose in my mind as to whether the city could make, as a municipality, a valid contract for doing the work of pumping water out of the steamer and raising her,—a contract entitling the city to compensation for performance, and exposing to liability for non-performance; whether that was not a matter outside the scope of municipal powers; and I requested counsel to furnish briefs upon that question, which they have done. I have given the matter a good deal of thought and study during the summer, and after some wavering have reached this conclusion. The principal applicable to such cases, I think, is clear and the only difficulty has been in its application to the case at bar. I suppose a city can make a contract for the discharge of a purely public duty; such a contract as in case of performance it can enforce compensation for, or for non-performance expose itself to liability. It cannot use public funds in any such direction. A city cannot contract with me to put out a fire in my building, and then exact a compensation from me for the extinguishing of that fire, nor thus expose itself to liability if it failed to put out that fire. It is discharging a purely public duty. At the same time, when it has in its possession instrumentalities, and hires employes for the purpose of discharging some public duty, I see no reason why, when the exigencies of public duties do not require the use of those instrumentalities and employes, it may not make a valid contract to use them in some private service. Thus, take the fire department. The city, having its engines and firemen, might make a valid contract with me to pump water out of a cellar, and compel me to pay for this service. The contract is binding on the one side as well as on the other, and there would be a liability on its part for non-performance, except so far as performance was interfered with by the exigencies of public duty, as by the sudden occurrence of a fire. Take the public school system. The city builds its public school buildings employes its teachers, paying therefor by means of taxation. Now, I see no reason why the city might not say to one living outside the city, "You may send your children to one of these schools for a stipulated sum." In respect to such a matter the city would be keeping a private school, as it were,—rendering private service,—entitled to all the benefits and subject to all liabilities of a private contract. And, generally speaking, when public duty does not interfere with private service a city may make a valid contract for the use of its instrumentalities in the latter.

Now, what power has the city given it in respect to this harbor and levee? The fourth subdivision of section 26 of article 3 of the scheme and charter gives to the city power "to construct all needful improvements in the harbor; to control, guide, or deflect the curren s of the river; to erect, repair, and regulate public wharves and docks; to regulate marine railways; to regulate and license all ferries and tow boats, towing boats or other water craft into or out of or within the harbor; to sell ferry privileges within the city limits, and to establish ferry rates; to create the office of port wardens, and define their duties; to regulate the stationing, anchoring, and mooring of vessels and wharf boats within the city; to charge and collect wharfage and tonnage dues, levee rates, and wharfage on firewood," etc. Section 38 of article 4 provides for a harbor and wharf commissioner, who "shall have under his special charge the construction and repairs of dikes, wharf and levee, and shall be especially charged with the execution of all ordinances of this city which relate to dikes, and wharf, and levee, steamboats, and all other boats, vessels, and rafts." And article 9 creates a department of the city government, called the "Harbor & Wharf Department," under the jurisdiction and control of the harbor and wharf commissioner. Section 5 provides: "It shall be the duty of the harbor and wharf commissioner, and he is hereby empowered, to direct the landing and stationing of all boats, vessels, or rafts arriving at any point within the limits of the city, and to direct the discharge and removal of their cargoes; to superintend the disposition of freight, merchandise, and materials for repairs on the river bank; to keep the wharf and the river along the shore free from wrecks and other improper obstructions; and, generally, to exercise such supervision and control over the wharf and harbor, and to perform such other duties, as may be provided by ordinance." Section 7 provides: "All moneys collected from harbor tax, wharfage dues, or other sources, relating to harbor, as well as all forfeitures, fines, and penalties imposed for violation of ordinances duly enacted relating to harbor and wharf, shall be credited to the account of harbor fund."

Thus, as you see, by these provisions large and general powers are given to the city in control of the harbor and the levees; and while these contemplate public use, yet they also carry with them the idea that the city has property rights in the levees, and is to manage them and the barbor with some view to gain. Then, in section 15, art. 8, c. 32, of the ordinances printed in the revised ordinances of the city, it is provided that for the purpose of operating the harbor boat, cleaning the levee, and removing wrecks and obstructions from the harbor, certain officers may be appointed, one of whom is the assistant harbor master. In other words, the city is given general control of the levee and the harbor, and the special duties of the harbor boat are the cleaning of the levee, and removing wrecks and obstructions from the harbor. Also, it appears from the testimony that it acted at times in aid of the police department.

Now, pumping water out of a sunken boat and raising it is a matter of principally private interest to the owner of the boat. It cannot be said to be of a public nature. Of course the removal of the boat, if it is a wreck, is a matter in which the public is interested, that the harbor may be kept clear for other boats; but so far as the mere lifting of that boat out of the water by pumping the water out of the hold, that is a matter which specially interests and affects the owner of the boat. Such a contract as that, it seems to me, is one for private service, although I confess that, incidentally, it does affect the public, in that it operates to keep the harbor clear. It is also true that there is no authority in any ordinance—at least, none that has been cited—specifically empowering any officer of the city to contract for doing this kind of service. But I do not think that is very material, because the testimony shows that the city, through its officers, has been in the habit of making these contracts and receiving compensation therefor; and having made that a business, so to speak, having received gain from such contracts, it does not lie in its mouth to say now that there was no officer authorized by ordinance to make this kind of contract. It has been doing the work and making money out of it, and if it has now made an unfortunate contract it cannot say, "Nobody was authorized." So, as I said, after a good deal of study, and some hesitation, it seems to me if there was a contract made in this case, that it was binding on the city, and non-performance exposed the city to liability.

That compels an examination of the evidence. The testimony of the master of the boat is clear and postive as to the circumstances which took place when he interviewed the assistant harbor master and some other testimony leaves in my mind a doubt as to whether both parties at the time understood that a definite contract as to the work to be done, and the time at which it was to be done, was entered into. I do not see that the additional testimony taken since the trial before the district court throws any special light upon this question. While it is true that this case, by appeal, comes to the circuit court for an examination of the evidence, yet it is also true that there is in such a proceeding something of the nature of error and review, and the principle applies that the judgment of a competent tribunal upon questions of fact is not to be disturbed upon uncertainty and doubt.

The authorities are gathered here in Desty on Federal Practice, in reference to the rule governing circuit courts on appeals in admiralty cases. "If a court cannot determine on which side the evidence preponderates, it will affirm the decree of the district court;" citing the Sampson, 4 Blatchf. 28; the Florida, Id. 470; the Sunswick, 5 Blatchf. 280; the Heroine, 6 Blatchf. 188; Davison v. Sealskins, 2 Paine, 324. "And where no question of law is involved in the decree of the court below, the decree will not be disturbed unless it is clearly contrary to the evidence." The Gratton, 1 Blatchf. 173; Baker v. Smith, Holmes, 85; the Potomac, 18 How. Pr. 185.

Following that principle, whatever doubt exists in my mind as to whether there was a contract—a definite mutual understanding—by the parties at the time, I think that, in view of the positive, distinct, and direct testimony of the master, it cannot be said that the decree of the district court was clearly against the evidence.

On the other hand, the claimant insists that the damages awarded in the district court were insufficient, and asks this court to increase them several hundred dollars. For two reasons I think they should not be increased: First. The claimant took no appeal, and a party who does not appeal from a decree cannot question its correctness. The Alonzo, 2 Cliff. 548; Allen v. Hitch, 2 Curt. 147; the Boston, 1 Sum. 328. Second. If an appeal had been taken by claimant, and the case stood before me as an original case, and without any previous judgment, my doubt would be, not whether damages as here awarded were large enough, but whether such sum was not too large.

The decree of the district court will therefore be affirmed, and judgment entered for the amount, with interest.

CHARACTERISTICS OF MISSISSIPPI RIVER STEAMBOAT MEN.

Written for the Marine Record.

BY THE SECOND ENGINEER.

PART II.

In speaking of deep water steamers you often hear it said that they were heavily laden; which expression finds an equivalent upon the Mississippi, by the steamer either having a "big trip," or being "loaded flat to the guards." Neither do we "sail," though we always "back out from the landing." Taking on fuel is either a "coal pile" or a "wood pile," while they load the boat only at a "freight pile," which is further explained as a "big freight pile" or a "little freight pile."

The crew of a western side wheel boat consists of a captain, mate, second mate, two pilots, two engineers, two strikers, first and second clerk, first and second steward, deck and cabin watchman, cabin crew, firemen and coal passers, cooks and bakers, deck hands, and roustabouts, or "roosters."

In shipping firemen, it is generally the custom to ship one man as foreman of each watch who is known as captain of the watch. The captain of the watch can not discharge a fireman, yet he generally rules with Spartan like discipline, and among the colored firemen, to be the captain of the watch is to be in a position far removed from ordinary labor. The business to be transacted with the firemen is often conducted entirely by the captain of the watch. It is this dignitary who takes from the cook the food for the watch and who presides over the meal.

The striker is another officer peculiar to a western side wheel steamer, and when shorn of its provincialism, reveals the assistant engineer, for a striker is the assistant engineer, there being an engineer and striker on each watch.

The deck crew consists of roosters and deck hands. The deck hand is two grades above the rooster, and in pay and living ranks equal to the fireman. The deck hand has charge of the stowing of the freight and the getting it out again at the landing.

The next officer below the deck hand is the captain of the watch, for there is such a dignitary among the roosters. When the mate desires the crew brought out forward he gives his order to the captain of the watch, and that official attends to its execution. With a crew of seventy or eighty roosters, it is impossible for the mate to remember them, individually, so the captain of the watch really becomes the overseer. In fact, as the roosters are nearly all from the lowest element of negroes, it becomes necessary to have some one who can control them. The captain of the watch is generally the best man among them, hence his word is law. When a strike is inaugurated it is the captain of the watch who generally leads.

A roustabout on a western steamer is a strange being. He works hard, lives badly, and spends his money like a prince. Give him a pair of high heeled shoes, and a fancy shirt, with a brightly polished cotton hook, in a gaily ornamented belt, and his happiness is complete. Nearly every boat has rooms for deck hands and firemen, but the rooster finds only bunks for him, which, however, would afford him sufficient comfort, did he provide himself a bed, a thing he seldom does. The coldest days in winter or the hottest days of summer are alike to him. He takes no cognizance of the future, and drops down where night finds him, often with a chunk of coal for a pillow. In New Orleans, the leading hotel is called the St. Charles. On a steamboat in winter a favorite place for the rooster to sleep is under the boilers, which is known as St. Charles. The sleeping under St. Charles has a deleterious effect upon them oftentimes, for the transition from the excessive heat to extreme cold is soon felt. But the marine hospital gives them shelter, and the marine hospital is the rooster's heaven, for there he is fed and nursed and not compelled to work. Sometimes for days the roosters will work watch and watch, while again it may occur for two days, or even longer, that every man will be on duty, carrying freight. This, however, is governed entirely by the trade the boat runs in. There is no class of labor that commands the wages the roosters do, during the cotton season.

CINCINNATI COMMERCIAL CLUB.

Since the organization of the above named club, five years ago, it has been the rule once a year have a public dinner at which all the members are expected to be present. Each member, the club being limited to fifty, also enjoys the privilege of inviting a friend to participate in the proceedings, which are confined to commerce and the welfare of the country. Speeches were made by several prominent gentlemen. The speeches included one by J. C. Post, Captain of Engineers U. S. A. on the "Ohio River and Her Tributaries," a subjuet full of interest at this time. Captain Post spoke as follows:

Mr. President and Gentlemen of the Commercial Club of Cincinnati.

Nearly seventy years ago the inhabitants of the great Mississippi Valley, realizing the immense value of the water courses which generous nature has so bountifully bestowed upon it, applied to Congress for aid to render them less difficult and dangerous to navigate.

These efforts resulted in a clause being inserted in the act of 1819, making appropriation for the military service, providing for the survey of the western tributaries of the Mississippi River, and those flowing into it from the northwest of the Ohio.

In the succeeding year the Ohio was also included. This survey was followed, in 1824, by an act appropriating $75,000 for the improvement of the Ohio from Pittsburg to its mouth, and the Mississippi from the mouth, of the Missouri to New Orleans. This was the first appropriation made by Congress for the improvement of our rivers and harbors, and was the beginning of the system which has been continued without interruption, except from 1852 to the close of the civil war. Prior to 1852 the appropriations were principally for removing obstructions which embarrased navigation, and no large works were undertaken, such as those which have since been commenced. Some of these latter have now been completed, or are so nearly completed that their great value is already appreciated, while others are dragging slowly along, owing to irregular and insufficient appropriations.

Among those whose success is assured, I will mention the Davis Island lock and movable dam, the locks and movable dams on the Great Kenawha, the reservoir at the headwaters of the Mississippi, the jetties at the harbors on the great lakes, and the removal of Hallett's Point and destruction of Food Rock, New York harbor.

The improvements in which your city is specially interested, are those upon the Ohio and its tributaries. The great valley drained by these rivers, which embraces a portion of more than one-fourth of the states of this country, has an area of over two hundred thousand square miles, a territory about as large as the Republic of France. It is rich in agricultural lands, possesses enormous quantities of the finest timber, besides containing more mineral wealth than any other known area of equal dimensions upon the globe. Extensive deposits are found in many places, and the vast amount of coal, both cannel and bituminous, which has been discovered is almost without limit.

To develope this section, the United States has removed the obstruction from the Allegheny, which flows through the oil and coal regions where natural gas was first utilized. Upon the Monongahela, the great coal river, two locks and dams have been commenced, one of which is in operation, and the other partly constructed. These, together with the locks and dams built by

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A. A. POMEROY, Editor and Proprietor.

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CLEVELAND, OHIO, THURSDAY, DECEMBER 3.

A HARBOR OF REFUGE WANTED.

Owing to lack of funds for its completion, the proposed harbor of refuge at Grand Marais remains in the unfurnished condition that obtained at the time of the wreck of the propeller Morley last fall, Colonel Barlow in his report last year recommended to Congress an appropriation of $200,000 for the continuous and vigorous prosecution of the work, and the protection of the channel already made, he deeming the improvement at that port the most urgent under his jurisdiction, but Congress failed to pass the river and harbor appropriation bill last winter, and none of the work recommended in the interest of lake shipping could be done, and in consequence our facilities for protection from fall gales remain as they were last year. Not only is this true but much of the work begun was destroyed or rendered valueless. Disasters have been multiplied year by year, and it would seem that the government should take speedy action in the interest of the commerce of the lakes, which is large and rapidly increasing. As the government has deemed it wise to commence work on a channel at Grand Marais (which is now quite or nearly filled up) it should not hesitate to complete it as soon as possible, and protect it by a breakwater that would form a safe and available harbor of refuge like that at Sand Beach. The value to shipping of the harbor at Sand Beach has been fully demonstrated this season, as it has, during many of our severe lake storms, given shelter to hundreds of the largest boats. The lake coast, from Whitefish Point to Grand Island, a distance of over eighty miles, is exposed to the severest storms of Lake Superior, without a harbor for the whole distance that vessels navigating the lake can enter. Grand Marais, situated nearly midway between Whitefish Point and Grand Island, will afford a safe refuge, easy of access, when the entrance is enlarged and deepened as contemplated, and will result in a great saving of life and property. Much time is now lost by vessels and steamers being compelled to run back from thirty to fifty miles for shelter, which would be saved by an available harbor of refuge at Grand Marias. It is to be hoped, therefore, that Congress will not this winter repeat last year's policy, but speedily pass the river and harbor appropriation bill, with a good round sum provided for the completion of a harbor of refuge at Grand Marais.

In the case of the city of Chicago against the schooner Queen City, Judge Wilson decided that the case properly came within cognizance of the state court and reversed the decision of the lower court, overruling the demurrer of the city. The city attached the tackle of the schooner for $358, which was claimed for damages inflicted on the Adams street viaduct and the bridge on North Halsted street. The petition for attachment stated that the schooner was above five tons burden and used in the navigation of the state, and that the name and residence of the owner of the craft were unknown. John Kelderhouse, the owner of the vessel, filed exceptions to the petition, charging that the home port of the craft was Buffalo and that the state court had no jurisdiction. On a demurrer of the city to this plea, the former was overruled and the petition for attachment dismissed. Judge Wilson decided that the case at bar came within the statute governing liens through state courts of all craft used in navigation the waters or canals of the state. It was contended by counsel for Kelderhouse that this provision should be read as if the word "used" were preceeded by the word "exclusively." Judge Wilson says that there is no necessity to interpolate words, since statutes are broad and comprehensive enough and clearly show the intention of the legislature to furnish a convenient remedy for violation of the statutes in the state courts. In no case had the supreme court held that a vessel having its home port in another state was excepted from the provisions of the water craft act when navigating the waters of this state. The jurisdiction of the federal courts was not exclusive, but concurrent with such remedies as might be given by state laws. The injury complained of was not a marine tort, and was therefore not cognizable in the federal courts. The United States supreme court had held in several cases that the injury must have been wholly committed on the water, or at least the substance and consummation must have taken place there to be within admiralty jurisdiction. In this case, though the damage was incepted on the water, it was consumated on the land and the tort was therefore not maritime.

THE total values of the exports of merchandise during the twelve months ended October 31, 1885, were $717,179,352, and during the preceding twelve months $734,827,797, a decrease of $17,648,447. The values of imports of merchandise for the twelve months ended October 31, 1885, were $572,417,322, and during the preceding twelve months $652,561,413, a decrease of $80,140,091.

OBITUARY.

CAPTAIN ALVA BRADLEY.

Perhaps no name is more familiar to the lake navigator than that of Captain Alva Bradley, who died at his home in this city last Saturday evening. And perhaps no man knew better how to turn the business of the hour to the best account. The evolution of commerce evolved Captain Bradley as a business man—a man who was in every respect a champion for the cause which he represented—the lake marine, a position he obtained by strict attention to duty and by pure and disinterested business relations.

Captain Bradley was born in Ellington, Conn., November 27, 1814, and when 9 years of age accompanied his father's family to Buffalo, the journey being made by wagon and canal boat, thence to Cleveland in a vessel, reaching this city in September, 1823, Brownhelm, Lorain county, being their destination, where the family settled on a farm and where Captain Bradley remained until 19 years old. Strongly inclined to lead a sailor's life, he left the farm and shipped on the Liberty, plying between Lake Erie ports, and continued to sail in various capacities until 1841, when he and Mr. Ahira Cobb, built the schooner South America, of which Captain Bradley assumed command. The venture of shipbuilding proved profitable and other vessels were constructed at his shipyard on Vermillion river. Captain Bradley continued to sail, however, until 1852, the Oregon, being his last command. He then devoted his entire time to shipbuilding on his own account at Vermillion until 1859, when he removed to Cleveland, and in 1868 brought his plant to Cleveland, and continued to build, at the head of the river bed until 1880, at which time he was owner of more floating property than any man on the lakes, and the possessor of a handsome fortune beside. The last vessel he built was the Henry Chisholm. His other vessels include the steamers City of Cleveland, R. P. Ranney, E. B. Hale, S. Chamberlin, J. S. Fay, S. E. Sheldon, and Superior, and schooners A. Bradley, John Martin, D. P. Rhodes, Sandusky, S. P. Ely, A. Cobb, Thomas Quayle, S. J. Tilden, Negaunee, Fayette Brown, David Wagstaff, S. H. Kimball and J. F. Card. Beside these he was interested in a number of tugs, barges, and other vessels. Mr. Bradley was also the vice president of the Ohio National Bank and owned a large amount of real estate in Cleveland and vicinity. The past summer was his fiftieth season on the lakes.

Captain Alva Bradley leaves a wife and four children, one son, Mr. M. A. Bradley, who has been with him in the office a number of years and is well known by marine men, and three daughters, all married, Mrs. D. C. Keller, of Atwerp, O., Mrs. C. E. Grover, and Mrs. C. Morehouse, of Cleveland. The funeral took place at his late residence on Euclid avenue on Wednesday and was very largely attended.

In token of the loss sustained by the business interests of Cleveland, and appreciation of his many good qualities, the Board of Trade adopted the following resolutions:

Amidst the moil and turmoil of a busy life, in a populous and busy city, we are now and then and oftentimes unexpectedly and suddenly called to a thoughtful halt, caused by the decease of one whose prominence in everything that pertained to the good of mankind is the more fully appreciated when it is definite that furthermore his lifework so well accomplished has ended. When that life has been one numbered among the few remaining of those who a quarter of century ago were the "bone and sinew" of our city, and whose wise conduct in all relations of life had much to do with forming the prosperity which now exists, we all the more realize the great loss, and hold in revered remembrance the departed friend. In the life of Captain Alva Bradley, recently and so unexpectedly taken from us, we have an exemplification of honest, energetic purpose, large-hearted, and kindly, unostentatious humane action, with all other ennobling elements that form the character of God's best work. Quiet and unassuming Captain Bradley had been identified with and doing his full share in producing prosperity to his fellow-man. Almost unknown, except to those who will sadly miss his kind, pleasant greeting and benificent acts, he has been a constant liberal contributor to charity. His monument, so well built by his own hands, will long stand gratefully remembered in the hearts of those who knew him as an honest man. The members of the Board of Trade of the city of Cleveland give freely these expressions of their appreciation of the life and character of Captain Bradley, and most respectfully tender their kindest sympathy to the family whose grief is immeasurable at their irreparable loss of a good husband and father.

Resolved, That the secretary be and he is hereby instructed to place the above expressions of regret and sympathy on the records of this Board of Trade, and forward a copy of the same to the family of our deceased member.

The Ohio National Bank, of which Captain Bradley was vice president, and the Savings and Trust Company, of which he was a director, also passed resolutions expressing their feeling at the loss sustained and sympathy for his family.

CAPTAIN ALFRED DAVIS.

Captain A. Davis died on Monday, the 30th of November, at his residence, No. 10 Clinton street, this city, aged 71 years. He was born in Sweden, the son of a clergyman, and was educated for the church, but his desire to become a sailor grew with his education, and after studying navigation and everything pertaining to that science, he made his start on salt water at what date we are not informed. He soon after came to this country, and his good seamanship being apparent, he obtained his boat, the C. Y. Richmond, in a short time, after which he became part owner and master of the schooner Morning Light, then master of the De Soto, the Van Guard, in which he made a voyage from Cleveland to Liverpool with a cargo of staves in 1859, and before returning to this country he made several trips to the Black Sea. He was afterward master of the Middlesex, 396 tons, built by Quayle & Martin, in 1856 for Diodate Clark, of this city, and considered one of the good schooners of the day. She was lost while Captain Davis was still on her—that is she sprung aleak in a gale and was sinking at anchor when the captain slipped the cables and she drifted ashore, thus insuring the safety of the crew. The last boat in which Captain Davis sailed was the schooner John O'Neill. It is notable that Captain Davis remained in one boat and with the same owners as long as the boat lasted, and he was acknowledged by all to be a thorough-going seaman, a gentleman at all times and under all circumstances, and no word ever passed his lips that could not, with propriety, be uttered in the drawing room. Mr. Henry Coffinberry, manager of the Globe Iron Works, sailed before the mast with Captain Davis while in the Van Guard, and speaks of his seamanship as being perfect, as does Captain Goodwin of the life saving service, who was mate with him one season. The funeral takes place to-day. Captain Davis leaves a wife and five daughters.

NOTICE TO MARINERS.

COLCHESTER REEF LIGHT.

Notice is hereby given that a lighthouse, erected by the Government of Canada on Colchester Reef, Lake Erie, was put in operation on the 3rd November, instant.

Lat. N. 41° 56′ 0″
Long. W. 82° 53′ 35″

The light is fixed white, elevated 72 feet above the level of the lake, and should be visible 14 miles all around the horizon. The illuminating apparatus is dioptric of the third order.

The building consists of a circular stone pier, rising 20 feet out of the lake, surmounted by a hexagonal wooden tower painted white, and a metal lantern painted red. The vane of the lantern is 60 feet above the pier.

The structure stands near the south-eastern edge of the reef, in 13 feet water, with 19 feet water within 1,000 feet of it on every side.

On the establishment of this light the light shown from the lightship will be discontinued.

It is intended to establish a fog bell, worked by machinery, at this station next season, of which further notice will be given.

REMOVAL OF BAR POINT LIGHTSHIP.

Notice is also given that the lightship heretofore maintained off Bar Point, Lake Erie, to indicate the entrance to the Detroit River, will be removed on the 10th inst., being no longer required in consequence of the establishment of the new American lighthouse.

The lightship will be replaced by a large spar buoy, painted red, moored in 18 feet water, which will bear (approximately) N. E. by E. ½ E, 1 mile from the Detroit River lighthouse, and which will be taken in about the 25th instant with the other buoys in the vicinity.

NORTH CHANNEL LIGHTS.

Notice is hereby given that five new lights, erected by the government of Canada, in the North channel and St. Mary's river, in the district of Algoma, Ontario, have lately been put into operation.

Each of these lights shows fixed white from all points of approach by water. The illuminating apparatus for each is dioptric of small size. Their locations, etc., are as follows:

I.—MANITOWANING LIGHT.

Lat. N. 45° 43′ 40″
Long. W. 81° 46′ 40″

This light is situated near the Church of England edifice, in the village of Manitowaning, near the bottom of Manitowaning bay, or Heywood sound, on the north coast of Manitoulin island, and leads direct from the mouth of the bay to the village. It is elevated eighty feet above the lake and should be visible fourteen miles.

The tower is a square wooden one, painted white, surmounted by an iron lantern, painted red, and is thirty-eight feet in height from the ground to the vane on the lantern.

II.—CAPE ROBERT LIGHT.

Lat. N. 45° 59′ 35″
Long. W. 82° 47′ 35″

This light is situated on the northern extremity of the Cape, on the north coast of Manitoulin island, and the light being elevated forty-six feet above the level of the water would be visible twelve miles.

The main building is of wood, painted white, and consists of a square tower, forty-one feet high from the ground to the vane on the lantern, with keeper's dwelling attached.

III.—NORTH SISTER ROCK LIGHT.

Lat. N. 46° 17′ 55″
Long. W. 83° 54′ 0″

This light is situated on the small bare rock on the north side of the channel at the Canadian entrance to the mouth of the St. Mary's river, or channel north of St. Joseph's island. It is elevated thirty-five feet above the water and should be visible eleven miles all around the horizon. It is intended to guide through the narrow entrance.

The structure consists of a hexagonal wooden tower, painted white, thirty feet in height from its base to the vane on the lantern, standing upon a square crib-work pier, seven feet high.

IV.—WILSON'S CHANNEL LIGHT.

Lat. N. 46° 18′ 47″
Long. W. 83° 58′ 30″

This light is situated on the rocky islet on the north side of the channel, a short distance above the narrow passage of Wilson's channel, and guides from Richards' landing, two and one-fourth miles above, to the channel. It is elevated thirty-two feet above the water, and should be visible ten miles.

The main building is of wood, painted white, and consists of a square tower thirty-four feet high from the rock to the lantern vane, with keeper's dwelling attached.

V.—WILSON'S CHANNEL STARBOARD BEACON.

A day beacon of cribwork, rising four feet out of the water, surmounted by an iron tripod surrounded by hoops, and bearing on its top a globe of slatwork, the whole superstructure painted red, and 17½ feet high above the crib, was, in the autumn of 1884, established on the outer edge of the shoal near the western entrance to, and on the north side of, Wilson's channel, to mark the edge of the channel at that point. The crib stands in three feet of water, but the depth increases rapidly on the channel side. This beacon is about half a mile below the lighthouse last described.

VI.—SHOAL POINT LIGHT.

Lat. N. 46° 18′ 30″
Long. W. 84° 3′ 35″

This light is situated on an islet of rock on the south side of the channel, about two miles above Richards' landing, and guides therefrom. It is elevated thirty-seven feet above the water, and should be visible eleven miles.

The buildings are similar in every respect to those at Wilson's channel.

VII.—CHANGE IN KILLARNEY EAST LIGHT.

Lat. N. 45° 58′ 4″
Long. W. 81° 29′ 28″

Notice is also given that the character of the light on Red Rock point, Georgian bay, on the north side of the channel leading into Killarney harbor from the eastward, has, during the past summer, been changed by the substitution of a dioptric lens of small size for the reflectors heretofore used. The light is as before, fixed white, but shows with equal intensity in all directions seaward, and is visible in the bay to the eastward of the station, where the old light did not show.

WILLIAM SMITH,
Deputy Minister of Marine.

OTTAWA, 9th November, 1885.

CHANGE OF LOCATION OF PIERHEAD LIGHT AT FAIRPORT LIGHT-STATION, LAKE ERIE, O.

Notice is hereby given that, on or about December 10, 1885, the beacon at Fairport light-station, Lake Erie, Ohio, will be moved to within twenty-five feet of the outer end of the west pier.

The characteristics of the beacon remain unchanged.

By order of the Lighthouse Board:

STEPHEN C. ROWAN,
Vice Admiral U. S. Navy, Chairman.

WASHINGTON, D. C., November 23, 1885.

[Around the Lakes Continued from 1st Page.]

DETROIT.

Special to the Marine Record.

Dec. 1.—The death of Captain Alva Bradley took his numerous friends and acquaintances in this locality with very great surprise, notwithstanding it had been briefly stated that he was quite ill, yet none here supposed for the moment that such a result was at hand. He filled well the place reserved for him here on earth, and his demise will be sadly felt throughout the lake region. I had known him intimately for half a century. A more genial and honest man there never lived on God's green earth, and such records are few and far between.

Now that the season is near its close there are many of our lake men who will have ample time to examine the records of the season as to its results, and those who started out with the most positive assurance that the good time was at hand will awaken to the fact that they were grievously mistaken by not having met their general expenses in numerous cases, and in others have lost what they then possessed, with future hopes forever blasted. The man who will mortgage his homestead for vessel interests is little short of a crank in these times, and can have no sympathy from lookers on, and he who does thus venture must rest on a foundation that will not wash from under him.

There are yet quite a number of craft out, notwithstanding many are laid up. All would be better in winter quarters rather than taking chances on low rates which are comparatively no better than a month ago.

Mr. F. G. Russell, who was appointed receiver for the Detroit Tug & Transit Company, has, by Judge Brown, who thus appointed him, been retired, as it has been discovered by his honor that there was no necessity for such a proceeding, as the United States marshal has a lien on the vessel property in the way of libels. Such being the present state of affairs nothing now remains but to sell the tugs and vessels and distribute the proceeds among the creditors. No time has been set for the sale of the property so far as can be learned, but it is thought it will take place early in January next.

The tug Balize and schooner Harvey Bissell, which went to Lake Michigan a short time since with coal and were libeled while there, are on their return to this port, having been released through the functions of the United States authorities here. Thus matters rest for the present.

The tug Kittie Haight, of Moffat s tug line, has gone into winter quarters at Sarnia, and the tug John Martin has been laid up at this port.

The tug Admiral Porter, since her return from Georgian Bay, where she successfully raised the Chicago schooner Higgie and took her to Owen Sound, is now stationed at this port in readiness for further wrecking jobs.

Captain Grummond's tugs Champion and Winslow are also out on duty, the former at Cheboygan and the latter at Mackinac, from which point she departed for Traverse Bay to release the schooner Thomas Kingsford, ashore in that locality.

The Detroit Drydock Company have contracted with E. M. Peck, of the Northwestern Transportation Company, to construct a tow barge, which will be built at the company's Wyandotte shipyard, and will cost about $50,000 and be ready for business on or about the opening of navigation. She will be built of iron with the exception of her keelsons and outside planking, and of the following proportions: Length of keel 225 feet, beam 37 feet, depth of hold 20 feet. The building of this vessel will give employment to one hundred men.

Three steam pumps which belonged to the Detroit Tug and Transit Company and were stored at A. Cheesebrough's warehouse at the foot of Third street, this city, were replevined on Friday by Harry McMorran, of Port Huron, and shipped to that place on board the steamer Idlewild on Saturday. One of these pumps was placed on board the tug Charlton at Sarnia which left for the Sault river to aid the tug International in taking the wrecked propeller Quebec to Owen Sound. S. A. Murphy has left here to superintend operations, which, when accomplished, the tugs will be stationed at the Straits for other wrecking jobs. One sad feature in the failure of the above company is that it has placed a number of men who were in their employ on a lea shore, nearly all of whom are now without funds and unable to obtain other employment. Meanwhile, they have been permitted to live on board so long as provisions last, and they are now reduced to short rations, as the supplies are about exhausted.

The tugs Quickstep, John P. Clark and schooner Consuelo have laid up at this port, also the schooners Ogarita and W. S. Crosswaithe.

The tug Mocking Bird, of Moffat's line, has been sold to D. N. Runnels, of Port Huron, the price not stated.

The new barge, in process of construction at John Craig's shipyard, Trenton, is in frame, and is now being planked. Her dimensions are: Length 215 feet, beam 37 feet, depth of hold 16 feet.

The schooner Ishpenning which has retired for the season, is at John Oade's shipyard to undergo a partial rebuild.

The steambarge Wallula, while proceeding up the river a few mornings since, struck on Grosse Point, at the entrance of Lake St. Clair, and remained there twenty-four hours before being released.

The steamer Alaska, of the Detroit & Sandusky line, is about to retire for the season. She has been attended with no accidents. The managers of this line have been very attentive in administering to the wants of numerous patrons, and have met with marked success.

The Detroit & Cleveland Steam Navigation Company, which has been so ably managed for so many years, will continue their steamers on the route as long as the weather will permit. Those plying to Mackinac are doing a profitable business, and no special notice has thus far been given as to when they will retire.

The steamers of the Lake Superior Transit Line have completed their season's operations, marred with no interruptions, have had marked success, and no deviation from their advertised time.

Two vessels unable to secure cargoes at this port, the Bolivia and Belle Mitchell, went to Toledo to load wheat for Ogdensburg.

The steambarge W. H. Barnum, upward bound, on Friday grounded at the St. Clair flats, and was released by the tug Champion, which was on the way down with a tow. Aside from detention no damage was sustained.

The barge Michigan, which for some time past has been used for lightering purposes, was libeled on Friday to satisfy a claim for supplies amounting to $68, and was taken to the marshal's quarters where others of the Murphy fleet are now sojourning.

Grummond's Mackinac line of steamers have had an over supply of freight on hand, and as a consequence have chartered the steambarge S. C. Hall, which will leave here to-day with a full freight.

The Star line of steamers this season have carried 44,000 passengers and an average of sixty tons of freight each trip without incurring loss or damage of any nature whatever.

The United States steamer Haze has arrived here from Lake Erie.

The tug Champion will be stationed at Detroit instead of Cheboygan the remainder of the season.

The propeller Arctic passed down on Sunday from Lake Superior on her last trip of the season.

The weather at this writing is mild and open, with light wind from N.E.

HALL.

PORT HURON.

The Times says: We understand that D. N. Runnels has purchased the tug Mocking Bird. She is at present stationed at Detroit with steam pumps and hawsers aboard for wrecking purposes. She will lay up at this port.

The owners of the schooner Scotia have filed a libel in Lorain, O., against the tug W. B. Castle, owned by Henry Howard, of this city. They claim that through negligence of the Castle's crew the Scotia collided with the schooner Mary Grover in St. Clair canal recently and was seriously damaged, and want Mr. Howard to defray the cost of repairing her. This is the first intimation Mr. Howard has had of any claim against the Castle, no claim or bill for damages having been presented. The schooner Grover sheered and struck the Scotia while the latter was in tow of the Castle, and at the time the captain of the Scotia laid no blame to the tug.

A 500 horse power engine was placed in the new boat at Langell's ship yard. St. Clair, last week.

DULUTH.

Jos. Smith, a seaman, while working on the schooner David Dows, fell twenty feet into the hold, and died Thursday morning from the effects of his injuries.

Monday night Patrick Wylan, a sailor working on the steamship Hiawatha, attempted to swim across the slip to reach the boat, but was overcome by the cold. His body was recovered by a boats crew from the Hiawatha. Wyland, shipped at Buffalo, was about twenty years old, unmarried, and has relatives in Houghton, Mich.

EAST SAGINAW.

Special to the Marine Record.

Captain E. W. Haskins, master and owner of the barge C. L. Davis, intends laying out about $2,000 in repairs on his craft this winter. Captain Haskins believes in keeping his boat up no matter what the times are, as there must be a boom some time.

The River line steamer Wellington R. Burt has been taken to the boiler shop of Robert Wildman where about $1,500 in repairs will be made to her boiler, which has stood duty for nine years without a dollar's worth of tinkering, which Mr. Wildman thinks speaks well for his workmanship.

The steamer L. G. Mason and yacht C. P. Fish are still making trips between this city and Bay City, and will continue to do so until the close of navigation.

Captain John E. Quinn, formerly master of barge Mary Stockton, and who left the Saginaws some time ago, has turned up in Pascagoula, Florida, as the proprietor of a summer and winter boating house called the "Dezel Place." He runs a free hack to the trains and it is understood is to be appointed postmaster.

The propeller Sanalac came in Sunday and loaded shingles for Cleveland.

The machinery of the tug Standard, owned by A. N. Pinet and others of this city, has been taken out of the old hulk. It is understood Mr. Pinet intends building an excursion boat for the machinery.

At present there are more barges laid up for the winter in the Saginaw river than has ever been known before, and as a probable result the opening of navigation in 1886 will see low freights again.

Captain George Letcher, owner of the tug Daisy Lee, has laid his craft up and bought the grey pacing stallion, Rapid Jack. This is a fast side wheeler and the captain hopes to be leader of the procession on the ice track this winter.

The C. S. & C. line of tugs, dredges and derricks are all in winter quarters at the firm's shipyard in this city.

The fishing business on the various tributaries to the Saginaw river is growing to be quite an industry. A small settlement of about one hundred fishermen has sprung up near "Carr's landing," Shiawassee lake, during the last month.

Any one having a smart fishing tug, with good power, can find a customer by addressing Harry Shaw, this city.

Captain Keeler, of the steamer Mary Bell, which carries passengers across the river from the foot of Genesee avenue, was arrested, charged with assault and battery on Captain James K. Hathaway. The case comes up before Justice Forrest. Parties who witnessed the scrimmage report it to have been a very lively one, but the mill was short, sharp and decisive.

SHAW.

CLAYTON.

Special to the Marine Record.

A gale of wind commenced on Sunday from the northeast and lasted till Thursday evening, accompanied by snow squalls. Nothing doing on the river.

The steamer Armenia has been running in place of the Deseronto in the Gananoque route, as the Deseronto was hauled out to have some iron plate put on the water line so as to break ice. She will run as late as possible.

The steamyacht Siesta has arrived, and will be hauled out on Washington Island for the winter.

The schooner Cornelia arrived with coal for Wood & Johnson. She was wind bound in Oswego all the week.

The schooner American has gone into winter quarters at Toronto.

The sailing yacht Bessie and Zaidee was hauled out on Saturday for the winter.

The tugs are busy getting their work done up for the fall. Then the sailors can sit aronnd the stove and tell their big yarns.

B.

BUFFALO.

Special to the Marine Record.

Brown & Co. have settled the loss occasioned by the sinking of the canal boat Great Wardrobe by collision with the steamer William Edwards, the amount being $2,950. The loss paid on the other two boats damaged at the same time was $1,735 thus making the total cost of the collision by the Edwards $4,685.

The boats, to arrive that are known to be out are the Tacoma from Chicago; Kasota, Duluth; Hiawatha, Duluth; Nebraska, Duluth; New York, Chicago; Arctic, Lake Superior; Waverly, James Fisk, and Portage, of the Union line; Philadelphia, Juniata, Lycoming, and Conestoga, of the Anchor line; Commodore, Montano, and Boston, of the Western Transit line; Osceola, S. F. Hodge, of the Ward line, and Toledo, same line, and Conestoga goes to Erie to lay up.

Schooner Mineral State from Milwaukee is due here in a day or two, weather permitting.

BAY CITY.

Special to the Marine Record.

The propeller Bell Cross and consorts Sunshine, Chicago Board of Trade, S. Clement, George H. Waud and Little Jake came in the river Saturday, all coal laden for Morley, Owen & Co., of Saginaw. The boats were all stripped on their arrival and are ready for winter quarters.

The tug Witch of the West took the barge Dan Rogers up town Saturday to discharge a cargo of coal. She will load again for Cleveland.

The schooner Zach Chandler takes 650,000 feet of lumber from Jerome's mill this trip for Bell, Cartright & Co., of Cleveland, where she will lay up, and the cargo be taken out during the winter as it is wanted.

Mr. Becker, of Warner & Becker, vessel brokers and owners, Cleveland, O., called on friends in the Saginaws Friday and Saturday.

Lumber freights are still quoted as follows: Bay City to Buffalo, $2.00; Bay City to Ohio, $1.50; East Saginaw to Buffalo, $2.12½; East Saginaw to Ohio, $1.62½.

Five of the crew of the propeller Powers, recently quit on account of one of their number being discharged. They all left for Marine City together, evidently having had enough work this season.

The propeller M. Sicken and four barges, and the H. M. Hubbell and two barges left the river Tuesday night for Cleveland on their last trip of the season.

The propeller Arundel left Saturday with an immense cargo of freight for Alpena. The Arundel was four days on her last trip. She has two more trips to make.

SHAW.

SANDUSKY.

Special to the Marine Record.

The steamer Alaska, plying between this port and Detroit, was withdrawn from her route Saturday and went into winter quarters at the latter named place.

A small craft lying at the foot of Columbus avenue escaped cremation recently by the prompt arrival of the fire department. Some live coals had fallen from the stove in the cabin and set the floor on fire. Damage slight.

The steamer Jay Cooke suspended operation for the present season on December 1st and will dwell at this port till the opening of navigation next spring. The Cooke has been active the season just closed, and when the bay opens next spring, she will fight it out on the same line if it takes all summer.

F. K.

GLEN HAVEN.

The tug St. Mary, of Frankfort, with A E. Banks, principal owner, on board, arrived here Tuesday afternoen. Mr. Banks and the captain came ashore, leaving the engineer and fireman on board. Half an hour afterward fire broke out in her hold near her boiler and spread rapidly through the hull, so that she was soon enveloped in flames. She continued to burn until midnight, when she sunk about twenty-five feet west of the dock, where she now lies a total loss. Captain Charles Sutherland, her master and part owner, and the crew, lost considerable clothing and effects.

THE BEST TIME ON RECORD.

Energy, perseverance and management have made Wilson's Transit Line the most reliable on the lakes and it can always be depended upon in all kinds of weather.

The Kasota left Detroit on the 19th of November in the afternoon with about 1,900 tons of coal and some oak lumber for Duluth. She arrived in Duluth on the 23d and unloaded, and loaded 1,900 barrels of flour, and left on the night of the 23d, and passed Detroit on the evening of the 29th, making the trip from Detroit to Detroit in about ten days. That is good, and has only been beaten by the Hiawatha. The Hiawatha left Detroit with the schooner George H. Adams, loaded with over 2,100 tons of coal, towed the Adams to Duluth, and unloaded the Hiawatha's 1,600 tons of coal, loaded 45,000 bushels of wheat and about 3,000 barrels of flour, and arrived at Detroit on her way down on the evening of the 30th, making the trip from Detroit to Detroit in nine days and seven hours. This is something that has never been equaled if we may rely on our record, and Wilson's boats come around with regularity. They are second to none. The Hiawatha has no equal for towing, and compounding her engine last winter has improved her and made her very economical on fuel. Captain Wilson naturally feels elated over the record all the boats, under his management, have made this season, and without doubt is grateful to the people with whom he does business, among whom are the Ohio Coal Company, the St. Paul & Duluth Railroad Company, and the Duluth elevator management, for the good dispatch they have given his boats. It is safe to say that, considering the prospects for a good season in 1887, Captain Wilson will have two new steambarges built this winter.

HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

Written for the Marine Record:

CHAPTER XLVI.

In 1852 the Northern Transportation Line was composed of the propellers Ogdensburgh, Boston, Prairie State, Michigan, Wisconsin, Vermont, New Hampshire, Cleveland, J. W. Brooks, Lady of the Lakes, and Louisville. New boats were added in the course of years, their tonnage ranging from 280 to 300 tons. Some of the steamboat appointments for 1852 varied slightly from the previous season, and were as follows:

Steamer Swan, Captain Selah Dustin, between Detroit and Toledo.

Steamer Mayflower, Captain G. E. Willoughby, Buffalo and Detroit.

Steamer Forest City, Captain H. G. Vorce, Detroit and Cleveland.

Steamer Ocean, Captain D. H. McBride, Buffalo and Detroit.

Steamer Cleveland, Captain J. R. Howe, Detroit and Cleveland.

Steamer Atlantic, Captain C. J. Petty, Buffalo and Detroit.

Steamer St. Louis, Captain Hopkins, Detroit and Cleveland.

Steamer Lady Elgin, Captain Luther Chamberlain, Buffalo and Chicago.

Steamer Baltimore, Captain John Wilson, on Lake Superior.

Steamer Niagara, Captain A. H. Squier, Detroit and Dunkirk.

Steamer Keystone State, Captain W. P. Stone, Buffalo and Chicago.

Steamer Caspian, Captain C. H. Ludlow, Detroit and Cleveland.

Steamer J. D. Morton, Captain Wm. Watts, on Lake Erie.

Steamer Empire State, Captain H. Van Allen, Buffalo and Chicago.

Steamer John Owen, Captain Wm. Davis Detroit and Toledo.

Steamer John Hollister, Captain J. F. Trowell, Detroit and Toledo.

The most prominent disasters during 1852 were: The loss of the new steamer Caspian, valued at $90,000, and wrecked while lying at a pier outside of Cleveland harbor during a sudden storm. The steamer Atlantic was run down, off Long Point, Lake Erie, by the propeller Ogdensburgh, with loss of about one hundred and fifty lives. Both the Atlantic and the Caspian were owned by Captain E. B. Ward. The propeller City of Oswego was sunk in Lake Erie by the steamer America. The propeller Ireland burned on the St. Lawrence, and the propeller Oneida capsized on Lake Erie, with loss of nineteen lives.

Forwarders not previously enumerated: Detroit, Howard, Stewart & Co., Bissell & Armstrong, Pittman, Trowbridge & Co., Stephen Clement, Kercheval & Collins; Cleveland, Hussey & Sinclair; Toledo, Field & King; Tonawanda, N. Y., J. R. Wheeler & Co.; Buffalo, Hazard, Monteith & Sherman, Davis & Sutton; Fairport, Card & Son; Ogdenburgh, Crawford & Co.

After the close of navigation travel between Detroit and Buffalo was kept up by a line of stages via. Chatham, London and Hamilton, the trip occupying usually three days and the fare was $12, which included all ferryage. The fare from Chicago to Buffalo was $19.50. The mails were carried in a separate conveyance. The agents were J. C. Fargo, Detroit; Taylor & Brown, Chatham and Windsor; M. Davis, Hamilton; M. Seger, London. On the opening of the Great Western railway, in 1853, this route was completely broken up, after an existence of twenty-five years.

The amount received for tolls on the Erie canal, at Albany, during the month of April, 1852, was $19,269.08.

At the close of navigation, and during a heavy gale, the propeller Samson, one of the first built above the Falls, was wrecked at Buffalo, with a cargo of flour, involving a loss on hull and cargo of $20,000.

The following vessels passed out of existence during the navigation of 1852, with the amount of losses on hull and cargo:

Steamer Belle, wrecked in Georgian Bay, loss, $15,000.

Steamer Telegraph, No. 2, burned at the head of Lake Erie, $6,000.

Steamer Caspian, wrecked at Cleveland in a gale, $90,000.

Steamer Atlantic, sunk by propeller Ogdensburg in Lake Erie, with loss of one hundred and fifty lives, $150,000.

Steamer St. Louis, wrecked on Kelly's Island, Lake Erie, $20,000.

Propeller City of Oswego, sunk by steamer America in Lake Erie, $70,000.

Propeller Ireland, burned in St. Lawrence river, $27,500.

Propeller Samson, wrecked near Buffalo, $20,000.

Propeller Oneida, capsized in Lake Erie, nineteen lives, $36,000.

Propeller James Wood, wrecked at Ashtabula, $19,000.

Propeller Vermont, burned at Grand River, C. W., $22,000.

Barque Rochester, wrecked near Erie, seven lives, $8,000.

Barque Buckeye State, wrecked at Milwaukee, $14,000.

Brig Annie Winslow, wrecked on Duck Island, Lake Michigan, $3,000.

Brig E. H. Scott, wrecked on Louse Island, Lake Michigan, $4,000.

Brig Breeze, wrecked on Lake Ontario, $8,000.

Brig John Hancock, wrecked at Rond Eau, $9,000.

Schooner Marion, wrecked at Buffalo, four lives, $3,000.

Schooner Clyde, wrecked at Toronto, $4,000.

Schooner Oregon, foundered in Lake Erie, ten lives, $16,000.

Schooner Buffalo, wrecked on Long Point, six lives, $1,200.

Schooner Tom Benton, wrecked near Chicago, $1,500.

Schooner Mariner, wrecked near same place, $1,800.

Schooner Lavinia, wrecked near Kenosha, Lake Michigan, $1,500.

Schooner Emily, wrecked at Grand River, C. W., $2,000.

Schooner A. H. Newtould, wrecked on Buffalo pier, $3,000.

Schooner Eagle, wrecked near Grand River, C. W., $13,000.

Schooner Severn, wrecked near Grand River, C. W., $8,000.

Schooner Gold Hunter, wrecked on Sleeping Bear island, Lake Michigan, $12,400.

Schooner H. B. Bishop, wrecked in Georgian Bay, $8,000.

Schooner Lowland Lass, sunk by steamer Superior in Lake Erie, $3,600.

Schooner Green Bay, wrecked at Michigan City, $6,000.

Schooner R. C. Smead, wrecked at Barcelona, Lake Erie, $1,200.

Schooner George Watson, sunk by propeller Ohio in Lake Michigan, $1,200.

Schooner A. Wilcox, wrecked on Lake Michigan, three lives, $2,000.

Schooner Brewster, wrecked near Fairport, seven lives, $1,000.

Schooner Star, wrecked in Georgian Bay, six lives, $1,200.

Schooner Elizabeth, burned at Oakville, Lake Ontario, $6,000.

Schooner Gazette, sunk off Cleveland, crew saved, $2,000.

The total valuation of losses for 1852 was $992,659 and 296 lives.

CHAPTER XLVII.

In 1853 navigation was resumed at Buffalo April 2, the steamer Mayflower being the first to arrive. The Straits of Mackinaw were clear April 17, the propeller Forest City the first to pass through, bound west.

The steamers Wisconsin, Southerner and Albany, which had been plying many years, all passed out of existence this season, fortunately without the loss of any lives. Their places were filled by several new boats, and of much larger tonnage, as follows: The Mississippi, 1,829 tons, built at Buffalo; Crescent City, 1,740 tons, built at Buffalo; Queen of the West, 1,852 tons, built at Buffalo; St. Lawrence, 1,844, built at Buffalo; E. K. Collins, 950 tons, built at Newport; Garden City, 450 tons, built at Buffalo; Kalloolah, 450 tons, at Buffalo; T. Whitney, 238 tons, at Bangor, Michigan; Northern Indiana, 1,470 tons, at Buffalo; May Queen, 708 tons, at Trenton, Michigan; Dart, 279 tons, at Detroit, and on Lake Ontario, the Arabian, 350 tons, at Niagara, C. W., and Bay of Quinte, 200 tons, at Kingston.

boats did not commence plying this season.

The appointments varied slightly from the previous season, and those continued from last season need not be repeated:

Steamer Niagara, Captain F. S Miller, between Detroit and Dunkirk.

Steamer Dart, Captain S. Dustin, Detroit and Toledo.

Steamer Bay City, Captain S. F. Atwood, Detroit and Sandusky.

Steamer Albion, Captain Charles Collins, Detroit and Mt. Clemens.

Steamer Keystone State, Captain H. Richards, Dunkirk and Detroit.

Steamer J. D. Morton, Captain Wm. Watts, on Lake Erie.

Steamer Ocean, Captain C. C. Stanard, Buffalo and Detroit.

Steamer America, Captain A. Bartholomew, on Lake Erie.

Steamer Queen City, Captain Thomas Wilkins, Dunkirk and Detroit.

Steamer Fashion, Captain H. L. Newberry, to and from Detroit.

Steamer Garden City, Captain A. H. Squier, Chicago and the Sault.

Steamer Mississippi, Captain M. Hazard, Buffalo and Sandusky.

Steamer Empire State, Captain John Wilson, Buffalo and Sandusky.

Steamer Queen of the West, Captain D. H. McBride, Buffalo and Cleveland.

Steamer Albany, Captain H. J. Jones, Detroit and the Sault.

Steamer Southern Michigan, Captain A. D. Perkins, Buffalo and Monroe.

Steamer John Hollister, Captain Field, Detroit and Malden.

Steamer Northern Indiana, Captain J. T. Pheatt, Buffalo and Monroe.

Steamer Telegraph, Captain R. Barrows, Cleveland and Port Stanley.

Steamer Pacific, Captain J. Robertson, Detroit and the Sault.

Steamer London, Captain G. L. Brown, on Lake Michigan.

Steamer Huron, Captain Cotterell, Detroit and Saginaw.

Steamer Sam Ward, Captain Estabrooks, Detroit and the Sault.

Steamer St. Lawrence, Captain H. Squier, Buffalo and Sandusky.

Steamer May Queen, Captain R. G. Evans, Detroit and Cleveland.

Steamer Detroit, Captain B. Sweeney, on Lake Michigan.

Steamer Arctic, Captain S. Clement, on various routes

There were no less than nineteen propellers built in 1853, not including those which this season run to the upper lakes in connection with the Watertown & Cape Vincent line, and composed of the propellers Bay State, St. Nicholas, Jefferson, Northern Michigan, Young America, and Hercules, the last named having been ten years in commission.

Propeller Prairie State, Captain Monroe, between Lake Ontario and Lake Michigan.

Propeller Challenge, Captain E. Darley, Buffalo and Detroit.

Propeller Hercules, Captain John Bostwick, Buffalo and Detroit.

Propeller Odd Fellow, Captain Mayville, Buffalo and Detroit.

Propeller Young America, Captain L. Bancroft, upper and lower lakes.

Propeller Granite State, Captain Hickey, upper and lower lakes.

Propeller Manhattan, Captain Charles Caldwell, Cleveland and the Sault.

Propeller Ogdensburgh, Captain Richardson, upper and lower lakes.

Propeller General Taylor, Captain H. Watts, Buffalo and Detroit.

Propeller Fintrey, Captain S. D. Langley, Buffalo and Chicago.

Propeller Falcon, Captain S. D. Woodworth, Buffalo and Chicago.

Propeller Boston, Captain R. McKnight, Buffalo and Chicago.

Propeller Mayflower, Captain Gibson, Buffalo and Chicago.

Propeller Protection, Captain Kennedy, Montreal and Chicago.

Propeller J. W. Brooks, Captain J. W. Kelsey, upper and lower lakes.

Propeller Wisconsin, Captain John Caldwell, upper and lower lakes.

Propeller Bay State, Captain Reed, upper and lower lakes.

Propeller Princeton, Captain N. Woodworth, Buffalo and Toledo.

Propeller Northern Michigan, Captain Green, upper and lower lakes.

Propeller Westmoreland, Captain John Ball, Buffalo and Chicago.

Propeller Edith, Captain Watts, Buffalo and Chicago.

Propeller Delaware, Captain Rounds, Buffalo and Chicago.

Propeller Jefferson, Captain Dixon, upper and lower lakes.

Propeller Forest Queen, Captain Sprague, upper and lower lakes.

Propeller Independence, Captain John McKay, on Lake Superior.

Propeller Troy, Captain Gillies, Buffalo and Chicago.

Propeller Michigan, Captain Whittemore, upper and lower lakes.

Propeller John Lathrop, Captain Pierce, upper and lower lakes.

Propeller Cleveland, Captain N. H. Warner, upper and lower lakes.

The following steamers plied on Lake Ontario, commanded as follows: Steamer, Cataract, Captain Childs; Niagara, Captain Estes; Ontario, Captain Throop; Bay State, Captain Ledyard; New York, Captain Chapman.

The dealers in produce at Sandusky organized a board of trade, with the following officials: President, S. E. Hitchcock; secretary, Earl Bill; assistant secretary, J. H. Sherman; directors, L. S. Hubbard, A. H. Barber, and M. Burton.

Forwarders not previously enumerated: Detroit, Walter Chester, Nickles & Whitcomb, C. A. Trowbridge, N. G. Vorce, Barclay, Carey & Co., Lewis & Graves; Buffalo, Watson A. Fox, J. C. Evans & Co., Allen, Oatman & Co., J. W. Griffith; Ontonagon, Hanna & Beson, D. S. Cash & Co.; Sault ste. Marie, Spaulding & Childs; Oswego, J. M. Dygert & Co.

One of the most deplorable disasters during the navigation of 1853 was the explosion of the propeller Independence, Captain John McKay, at or near Sault ste. Marie, on the morning of November 22. She left the dock at the head of the Portage about midnight, with a heavy freight of winter supplies for Ontonagon and La Pointe, and a number of passengers. She had not proceeded over a mile before her boiler burst, literally tearing three-fourths of the boat to atoms, killing or scalding to death, four persons, the first engineer, one passenger and two firemen, and badly scalding and injuring the second engineer, and several passengers. The passenger killed was a Frenchman, bound for Ontonagon. The first engineer was George Sisson. The names of the two firemen were unknown, but they were brothers, and from Ohio. The boat, with the exception of twenty-five feet of her bow, was blown to atoms. Her engine and boiler, with the exception of a small piece of the latter, was beyond discovery in a search that was made within a hundred feet of the wreck, and a large portion of her 2,700 barrel bulk cargo was scattered in every direction, altogether making the escape of thirty lives truly miraculous. During the summer she had been ashore and was purchased by Messrs. McKnight and McKay.

The steamer Albany, also owned by Mr. McKnight, and commanded by Captain H. J. Jones, was wrecked near Presque Isle, Lake Huron, in the latter part of the same month, and proved a total loss. Over two hundred passengers were on board and safely landed the day following the disaster.

Number of arrivals of steam and sail craft at Milwaukee in 1853 was 1,483; passengers landed at that port during the season, 25,322; tons of merchandise landed, 38,700; barrels of salt, 48,709; lumber, 15,000,000 feet; lath, 5,000,000; shingles, 9,100,000; railroad iron from England via. Canada, 2,228 tons. Exports, wheat, 1,048,064 bushels; barley, 325,866 bushels; rye, 80,375 bushels; flour, 225,000 barrels; brick, 2,367,000; pork, 6,519 barrels; beef, 2,621 barrels; departures of steam and sail vessels during the season, 1,458.

The steamer Alabama was sold at auction in Cleveland for $15,500.

The schooner Saltillo, owned by J. R. Huguinn, of Chicago, and laden with coal and iron, was sunk by running into the schooner Trade Wind, in St. Clair river, and was never after recovered.

LITERARY NOTICES

Following the custom of recent years, Harper's Magazine for December is especially a Christmas number. It may fairly be said to be the most brilliant number ever issued. Among its contributors are George William Curtis, Charles Dudley Warner, W. D. Howells, Constance Fenimore Woolson, Charles Egbert Craddock Black, R. D. Blackmore, George H. Broughton, Brander Matthews, C. P. Cranch, and W. H. Gibson, and the illustrations are from such artists as Abbey, Reinhart, Boughton, Gibson, Calderon, Pyle, Fredericks, Dielman, and Smedley. The number contains nineteen full-page engravings. The French artist, Leon Bonvin, a poor laukeeper, whose story is as romantic as his aquarelles were unique and exquisite, is the subject of a paper by Philippe Burty, illustrated by engravings of Bonvin's finest pictures. A notable feature of this issue is the number of strong short stories. These are: "Way down in Lonesome Cove," by Charles Egbert Craddock, with a full-page illustration by Dielman; "The Madonna of the Tubs," by Elizabeth Stuart Phelps, with three illustrations by W. T. Smedley; "Esther Feverel," by Brander Matthews, with two illustrations by Howard Pyle; and "Wyvern Moat," a ghost story, by George H. Broughton, illustrated by the author. Besides these are installments of the serial novels—"East Angels," by Constance Fenimore Woolson, and "Indian Summer," by W. D. Howells, who also contributes a farce, entitled "The Garroters," illustrated by Reinhart.

The December Atlantic contains very interesting installments of Mrs. Oliphant's serial, "A Country Gentleman," and Henry James's new story "The Princess Casamassima." Dr. Holmes concludes "The New Portfolio," which has been a very acceptable to the readers of the Atlantic with some "After Glimpses." Horace E. Scudder completes an excellent series of papers with one on "Childhood in Modern Literature and Art." Professor Charles F. Smith, of Vanderbilt University, contributes an important article on "Southern Colleges and Schools." John Fisk concludes his very significant essay on "The Idea of God as affected by Modern Knowledge." Edmund Noble writes of "Life in St. Petersburg." The Atlantic Monthly for 1876 promises to be of special interest. It will have serial stories by Charles Egbert Craddock, whom Atlantic readers know so well by "The Prophet of the Great Smoky Mountains; Henry James, whose story, "The Princess Casamassima," will continue until August; and William H. Bishop.

THE DECEMBER CENTURY.—A personal interest attaches to several of the pictures and articles in the December Century. The frontispiece is a striking portrait of the late Helen Jackson ("H. H."), followed by seven new poems, her last work in verse. George Parsons Lathrop draws entertaining word-portraits of the Gardiners of Gardiner's Island, under the title, "An American Lordship," and the sketches, by Harry Fenn, give charming glimpses of their island estate. Mark Twain contributes a chapter of autobiography, entitled "The Private History of a Campaign that Failed," which is humorously illustrated by Kemble. It describes the writer's short service as a Confederate volunteer, and is the perfect type of a satirical war paper. Captain Ericsson furnishes the serious war paper of the number. It describes the principles of construction of the original Monitor, and the performances of "The Monitors" as a class, all from the point of view of the inventor. The pictures illustrate fully the battle incidents, aswell as the mechanical side of the paper. "The Loss of the Monitor" is briefly and most graphically described by a survivor, Francis B. Butts. James's "The Bostonians," and Mrs. Foote's "John Bodewin's Testimony" are continued.

ST. NICHOLAS FOR DECEMBER.—The Christmas St. Nicholas is all that the double promise conveyed in its title implies, and fairly bristles with holiday features, from the opening poem, "Little Christmas tree," by Susan Coolidge, to the amusing pictures by A. E. Sterner and O. Herford on the last page. "Santa Clause on a Lark" is the suggestive title of a story by Washington Gladden, which is illustrated by Sol Eytinge; Frank R. Stockton contributes a humorous tale, called "Christmas before last," with five appropriate pictures by E. B. Bensell; there is a decorative Christmas card by D. Clinton Peters; "Our Holiday Party," contains clever suggestions for those looking for a novel form of vacation entertainment; "Through the Register" is the name of the "Middle-aged Little Folks'" Christmas story; and there are other bright and timely contributions by Mary Hallock Foote, Grace Denio Litchfield, and Edith M. Thomas.

the Monongahela Navigation Company, will extend slackwater navigation to Morgantown, W. Va., a distance of 102 miles from its mouth, and increase the annual yield of coal from this river, which already reaches the enormous amount of 100,000,000 bushels a year. In 1857, before this navigation was established, the annual output amounted to only 750,000 bushels.

The Allegheny and Monongahela Rivers, meeting at Pittsburg, form the Ohio, and five miles below their junction the recently completed Davis Island dam is located. The construction of this work, which is being successfully operated, gives a ready solution to the problem of constant navigation on the Ohio, a problem which deeply concerns the future prosperity and welfare of this city. Between this dam and the mouth of the Ohio an extensive ice harbor is being made at the mouth of the Muskingum, and numerous dykes and dams have been constructed for the benefit of low water navigation, eleven new ones having been undertaken during the present season. At the falls the new large locks commenced by the canal company have been completed, and a beginning has been made upon a recently approved plan for enlarging the canal. Upon the Great Kahawha three locks and dams, two of the latter movable, have been completed, and two others are being built. It is the intention to extend this system to the Ohio River. Since two of these works began to be operated in 1881, the amount of coal brought out of this river increased in three years from twelve million to over thirty million bushels.

Locks and dams are also being constructed upon the Little Kanawha and Big Sandy Rivers to reach the coal fields, and connect them with the Ohio. Four are now in operation upon the Kentucky, and a fifth will be completed this season, if not unusual difficulty occurs. These will give one hundred miles of slackwater navigation; or one hundred miles of river, which will be navigable during the entire year for a draught of six feet. The construction of the fifth lock and dam will materially add to the commerce upon this river, which now amounts to over $7,000,000 a year. It is designed to extend this improvement to the extensive coal fields of Eastern Kentucky. Recent examinations have developed the existence of over five hundred square miles of good coking coal in this locality which, upon test gives a net result of over four per cent. more carbon than the famous Connellsville coal. It is found in veins of from four feet to eleven feet in thickness, the thicker ones generally being advantageously divided by thin layers of shale. This section also contains a greater body of cannel coal than any other known.

Upon the Tennessee the principal work has been to unite, by means of a canal, the 367 miles of navigable river below, and thus connect the fertile valley of East Tennessee with the Ohio. The project consists of enlarging and rebuilding the old canal, 14½ miles long, and extending the improvement a distance of 23 miles. This work is now well advanced, and, like many others, could have been completed some years ago but for the lack of sufficient means.

I have now briefly called your attention to the principal improvements being made upon the rivers of this valley. I might refer to many others where work has been done to free the natural channels of obstructions with good results, but I will not detain you longer. Much could also be said to remove some of the popular fallacies which exist in regard to these appropriations.

I will however, only add that the business men of this city, of whom the various classes are represented in the assemblage before me, are all interested in the success of these works. They develope your influence, your enterprises, your resources and increase your wealth. Cincinnati assisted in inaugurating this system many years ago, and profited by the first appropriation. She has profited by all those that have been made for the waters that flow by her door. I trust that the material benefits already received, and those that are sure to follow, will induce the great Cincinnati of to-day to take as deep and as earnest an interest in the improvement of the water courses of this rich, magnificent and populous valley, of which she is the the commercial center, as the enterprising Cincinnati of the past.

An attempt was once made to settle the island of Anticosti, at the mouth of the St Lawrence river, but it failed. The island, it was said, lay too far north, and was besides sterile and cold. The statement is now made that English farmers are settling upon it, that next year a line of steamers will run between it and the Lakes, and carry large quantities of fish and lobsters; that two lobster canning factories will be established next season, and that several marl beds have been discovered. This manure will be shipped in large quantities to different countries.

Captain Thomas Harbottle, inspector of Canadian hulls, left Windsor recently by special train for Owen Sound, where he will be met by Commander Gordon, R. N., and the two will commence the investigation of the Algoma disaster. Captain Moore, of the Algoma, is a passenger on the Athabaska, for Owen Sound, and with several survivors of the wreck, will be examined by the court of inquiry. Messrs. Harbottle and Gordon deem it unnecessary to visit the scene of the disaster, and as far as practicable the investigation will be conducted at Owen Sound.

The Buffalo Express says: The miniature schooner Phantom, well known in these waters, is about to take a trip to salt water. She was cleared for Suffolk, Va., where she will enter the oyster trade during the winter. She was bought lately by Captain W. Emery, who sailed the barge T. H. Orton this season. He is a Southerner, and takes this way to spend the winter near home and enjoy the mild climate at the same time. The Phantom will tow behind the steam canal boat Cuba to New York and then go down the coast.

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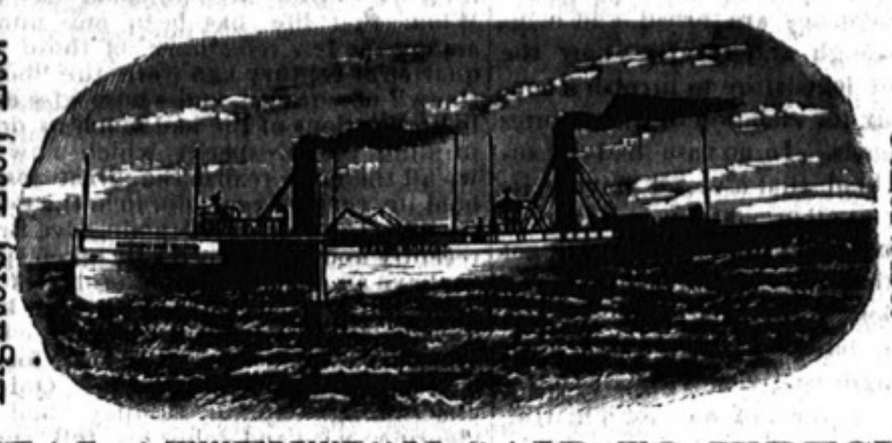

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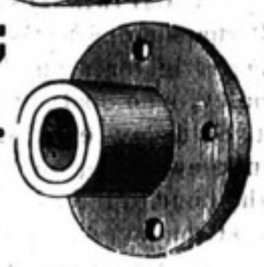

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The accompanying cuts represent the sleeve part and a Phosphor-Bronze, Self-Lubricating Bushing complete; the former as applied to iron sheaves and the latter as applied to Lignumvitae sheaves.

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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Nov. 22, 1885.

To the Editor of the Marine Record:

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Nov. 21, 1885:

Official Number.	Signal Letters.	Rig.	Name of Vessel.	Tonnage. Gross.	Net.	Home Port.
			SAIL VESSELS.			
106 389	.....	Sc.	Augusta,	16.24	15.43	Providence, R. I.
106,390	.....	Sc.	Ardell,	27 49	26 12	Key West, Fla.
157,168	.....	Sc.	Daisy,	6 36	6 05	Grisfield, Md.
85,911	.....	Lug.	Grover Cleveland,	9 33	8.86	New Orleans, La.
95,866	.....	Sc.	Hester Ann,	12.35	11.73	Beaufort, N. C.
140,806	.....	Sl.	Laura May,	5.09	5 69	Port Norris, N. J.
140,807	.....	Sl.	Laura E.,	5.56	5.28	Pascagoula, Miss.
91,811	.....	Sl.	May Bateman,	16 44	15.62	Newport, N. J.
91,812	.....	Sc.	Mary and Virginia,	16.84	16.00	Baltimore, Md.
116,080	.....	Sc.	Seminole,	37.83	35 94	Jacksonville, Fla.
81,098	.....	Sc.	Wilmington,	9.91	9.91	Savannah, Ga.
			STEAM VESSELS.			
91,813	.....	St p	Musconetong.	852 66	614 30	New York, N. Y.

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Chicago Accommodation	*9 02 P M	
Local Freight	*11 45 A M	*12 15 P M
WESTWARD.	Arrive.	Depart.
Chicago Accommodation		*6 45 A M
Fostoria Accommodation	*4 46 P M	*4 51 P M
Local Freight	*12 20 P M	*12 50 P M

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No 8, N Y, B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 35, Buffalo Ac'm via Sandusky	†10 30 A M	†10 50 A M
No 35, Toledo Accom via Norwalk	†10 30 A M	†10 50 A M
No 12, N Y & B Fast Express	*2 10 P M	*2 45 P M
No. 14, Special New York Ex		3 00 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 25 A M
No 23, Mich Express via Sandusky	*2 15 A M	
No 3, Chicago Express via "	‡6 00 A M	6 30 A M
No 25, Mich Accom Norwalk		†6 30 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 30 P M
No 5, St Louis Ex via Sandusky	*10 30 A M	*10 40 A M
No 9, Chi Pac Ex via Norwalk	6 15 P M	*6 40 P M
No 31, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

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Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

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